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DIST. 2 October 1947 50X1-HUM

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SUPPLEMENT

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Summary of the Railway Agreement between Rumania and USSR, signed in Moscow on 12th June 1947.

1. Direct transport of passengers, baggage and merchandise according to the conditions agreed to by both countries, and including transfer. The respective tariffs to be borne by each party.
2. Transports are to be made in accordance with the frontier conventions.
3. Proper maintenance of frontier stations.
4. Tickets will be sold on a basis of reciprocal understanding.
5. The Agreement will have as a supplement: fares for passengers, baggage, and merchandise; instructions pertaining to these fares; regulations pertaining to settlement of accounting and payments; regulations pertaining to military transports.
6. Legal position of contracting parties and contents of Article 5.
7. Military transports will be in accordance with respective regulations.
8. The transport rates will be in accordance with the scale of prices provided for in Article 5.
9. Transit traffic will be paid for in the same way as direct railway traffic.
10. All necessary maintenance material for rolling stock will circulate free of any customs or other tariffs on each other's territory.
11. Correspondence between the parties will be in the language of each, and will include appended translations.
12. There will be telegraphic and telephonic connections between the frontier stations, and their use will be free of charge.

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13. Each country may send five agents with each train to deliver commercial goods; these agents will be subject to the regulations of the country in which they are, and each party will be held responsible for the activities and mistakes of their Agents.
14. The responsibility and the right of regress of each party is to be governed by the tariff and frontier conventions.
15. Accounts and balances of payments under the present agreement as well as under the frontier agreement will be established in accordance with the respective regulation; balances shall be established by the Russian Ministry of Commerce.
16. Modification of the convention and of its annexes can be made through correspondence or by conferences.
17. Notice of termination shall be given six months in advance.

Section II - Frontier Traffic

1. Establishes frontier stations.
2. Deals with conditions of circulation of trains.
3. Telegraphic and telephonic connections.
4. Establishes time table to be used by stations (the exact hour will be transmitted by Moscow daily at 1200 hours).
5. Regulations pertaining to the use of installations in the frontier stations.
6. Rules applicable to railway personnel remaining within each other's country.
7. Rules pertaining to the servicing of trains.
8. The switching of trains.
9. Interruptions in circulation of trains.
10. Equipping and repairing rolling stock.
11. Action to be taken in case of accidents. Maintenance of trains and snow plows.
12. Transport of passengers, conditions.
13. Transport of merchandise, conditions.
14. Seals.
15. Transfer of cars, rules.
16. Technical requirements of cars in circulation.
17. Rules pertaining to the delivery and reception of cars.
18. Transfer of cars to lines of a different gauge.
19. Charges for the rental of the cars, transmittance of cars: 20 days for Rumania, 60 days for Russia. Penalties for detaining cars beyond these periods.

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20. Payment for cars lost.
21. Each party's responsibilities for damages.
22. Rules pertaining to transport of inventory for maintenance, for materials and parts for rolling stock. Transmittal of service, telegrams, telephone and telegraphic conversations, the translation of transport documents, signing of documents, total number of cars, and rules pertaining to use of transport forms and documents.
23. Termination to be announced six months in advance.
Annexes: Rules pertaining to communications between stations.
Border crossings by railway and postal employees.
Technical inspection of the cars upon turning them over.
The list of prices for freight cars, spare parts, repairs, and the counting of cars.

Section III - Rules etc.Rules Pertaining to Border Crossings.

1. Reciprocal transit, organization of circulation.
2. Transport conditions, tariffs and documents.
3. Rules pertaining to border crossing of transit trains.
4. The fixing of reciprocal liabilities.
5. Reciprocal accounts and settlements at Lwow and Oradea.
6. Termination to be announced six months in advance.

Section IV - Rules etc.Rules for Settlement of Account and forPayments

1. The sums are to be paid in dollars, the rate being 1 ruble = 1.693123 Dollars. Accounts computed in lei or rubles are to be turned into dollars, in conformance with the protocol of February 20, 1947 for non-commercial payments.
2. Rules for the preparation of documents pertaining merchandise in transit.
3. Rules for unloading from one train to another.
4. Rules for direct frontier traffic.
5. Computation of balances and payments on the basis of the protocol for non-commercial payments.
6. Auditing and adjustments of accounts.

Section V - Rules etc.Rules Pertaining to Military Transports.

1. The organization and carrying out of transports between the two parties, transit traffic and traffic within Rumania, in accordance with Article

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3 of the Armistice. The transport of military personnel, baggage merchandise and troop trains;

Of travellers and baggage on the basis of travel orders, travel tickets, or baggage receipts;

Of merchandise and troop trains when the consignor or consignee is a military unit or a unit of a ministry for internal defense or the state security police. On the basis of bills of lading presented at the expediting station;

Of transports carried out in conformance with the program of the central offices of the military communications branch of the armed forces.

2. Military transport documents:

- a. Travel ticket, military type shall be changed at the frontier for a Rumanian ticket, which shall be turned over to the respective military unit.
- b. The same procedure for baggage.
- c. The same procedure for merchandise and troop trains.
- d. Military transport documents of all types irrespective of source of origin are to be transmitted to the USSR. Within Rumania they shall be turned over to the respective Russian military units.

3. Accounting and payment of:

- a. Documents for transport troop trains, of merchandise, passengers and baggage, are returned to respective parties if transports are free of charges.
- b. The documents for merchandise transport and military baggage of military personnel are not to be transmitted to the parties issuing if transport is not free of charge.

4. Cases not provided for herein will be dealt with according to the direct railway traffic agreement and its annexes if they are not contrary to the provisions of the present agreement.

Annexes:

Free travel ticket form.

Application forms for travel orders for military personnel.

Transport coupon for military baggage and merchandise.

Application forms for bill of lading for transport of military merchandise.

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Section VI - The Repair of the
Railway Bridge at Reni

Rumania will repair the bridge at Reni by January 15, 1948, according to a plan drawn by Russia and it will be equipped with a 1,524 mm. gauge line.

The USSR will provide the necessary land for depositing the materials.

For the reconstruction there will be technical representatives of both parties to supervise the operation. If these representatives make contradictory reports pertaining to the construction operations they have the authority to stop the operations if they are defective or do not correspond to specifications. Divorcencies may be resolved by correspondence between the respective ministries. The acceptance of the bridge will be by a mixed commission of three Rumanians and three Russians. The president of the commission will be a member of the Soviet Delegation. The USSR will loan 200 tons of girders. The cost of the construction of this bridge will be charged off to the cost of construction of the bridge at Ungheni, which was constructed by the USSR, and the balance will be settled in accordance with the rules concerning direct railway traffic.

Annex:

The list of cost prices for the construction of the bridges at Ungheni and Reni.

Part II

Comments on the Railway Agreement between
Rumania and USSR, signed in Moscow on
12th June 1947.

Section I. This railway agreement is the standard type and has only one interesting provision, namely, that the balance of transport charges will be established by the USSR (Ministry of Commerce).

Section II. The agreement regulating frontier traffic. The agreement is a standard one and has the following specific clauses:

- a. The time used will be Moscow time.
- b. In the returning of cars which have been used for passengers and merchandise, Rumania is allowed a period of 20 days whereas the USSR has a period of 60 days. Any delays in the return of the cars over the period of time allotted will be subject to penalties and the offending party must pay in dollars on the basis of the tariff agreed to. The exchange of lei or rubles into dollars will be made upon the basis of the protocol for non-commercial payments agreed to between Rumania and Russia on February 20, 1947. The duration of the agreement is for an unlimited period of time, however, the agreement can be terminated by either party upon six months' advance notice.

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Section III. Rules pertaining to border crossings.

The agreement is of the customary reciprocal transit type and has one important section which states that the settlement of accounts will be made at Lwov (for Russia) and at Oradea (for Rumania), is for an unlimited period of time, and can be terminated upon six months' advance notice.

Section IV. Rules for settlement of accounts and for payments provide that payments will be made in dollars on the basis of one ruble equal to 1.693123 dollars. The exchange of lei and rubles is made on the basis of the protocol for non-commercial payments of February 20, 1947.

Section V. Rules pertaining to military transport.

The transport of persons, baggage, merchandise, and troop trains of any type (military, civilian or economic) from the USSR into Rumania and from Rumania into the USSR, or transit through Rumania from and into the USSR can be made on the pretence that they are military transports, because in the agreement it is provided that travel orders for persons and baggage are made on the basis of travel tickets and orders issued in the USSR or in foreign countries, by the Russian Military Command, by the Ministry of Interior, by the Ministry of War and by the Russian Security Police.

The respective transport documents will not remain in Rumania. Upon arrival at destination they must be handed over to the Soviet military authorities or retained at frontier stations. Rumania is obliged to issue travel tickets free of charge on the basis of the Russian transport documents.

On the basis of Article 3 of the Armistice Convention, and on the basis of Article 21 of the Peace Treaty, and until the ratification of the Peace Treaty with Austria, Rumania is obliged to carry out these transports free of charge. Rumania is obliged to:

- a. Handle all transports precisely and correctly.
- b. Grant priorities for cars.
- c. Change the destinations of transports upon orders from the VOSO (the Russian organization for military transports).
- d. Provide heat, light, hot water, medical care, loading and unloading of cars, military canteens with all necessary equipment and utensils, available headquarters space and to furnish all data pertaining to the movement of the transports.

Section VI. Repair of the railway bridge at Reni.

Rumania is obliged to reconstruct the bridge according to Russian specifications and tracks must be for Russian gauge. There will be a mixed commission to supervise the technical work and construction of the bridge. In the event of conflicting opinions, the commission will have authority to stop work on the bridge. Approval of the bridge will be made by a mixed commission, the president being a member of the USSR. Russia will provide the necessary land for depositing materials, and will contribute 200 tons of girders. The cost of construction of the bridge will be charged off against the cost of construction of the bridge at Ungheni, which was built by the Russians.

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The agreement for settlement of the cars rented by the USSR ^{to Rumania} 50X1-HUM

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in 1945 and for the repair of 24,000 freight cars and 300 passenger cars by Rumania (the cars being war booty of the Russian Army).

In 1945 Rumania rented 5,635 cars, which Russia pretended she had taken in Rumania as war trophies and for which she undertook to pay rental in dollars. In virtue of the present agreement Russia reduced 50 percent of Rumania's accrued rental debt and sold the aforementioned cars plus 1,500 others - 7,000 cars in all. The amount of the rental and the value of the cars totalled \$9,000,000.00.

During a period of two years Rumania has agreed to repair 24,000 freight cars and 300 passenger cars, which are to be found in Rumania and are considered war booty of the Soviet Army. She must completely repair them and adapt them for the Russian gauge tracks, and is obliged to hand them over in installments and in good condition at Reni and Socola. If she fails to carry out these terms she will be fined 3 percent of the value of the cars that have not been delivered. Settlement of the fines will be made on the basis of the protocol for commercial payments agreed to on February 20, 1947.

The Caille Ferate Romane (Rumanian Railways) has been allowed a special fund of 2,000 billion lei to carry out this operation.

It should be noted that at the present time Rumania has 24,000 cars which are being used by the USSR in Bulgaria, Yugoslavia, Hungary and Austria for all purposes.

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